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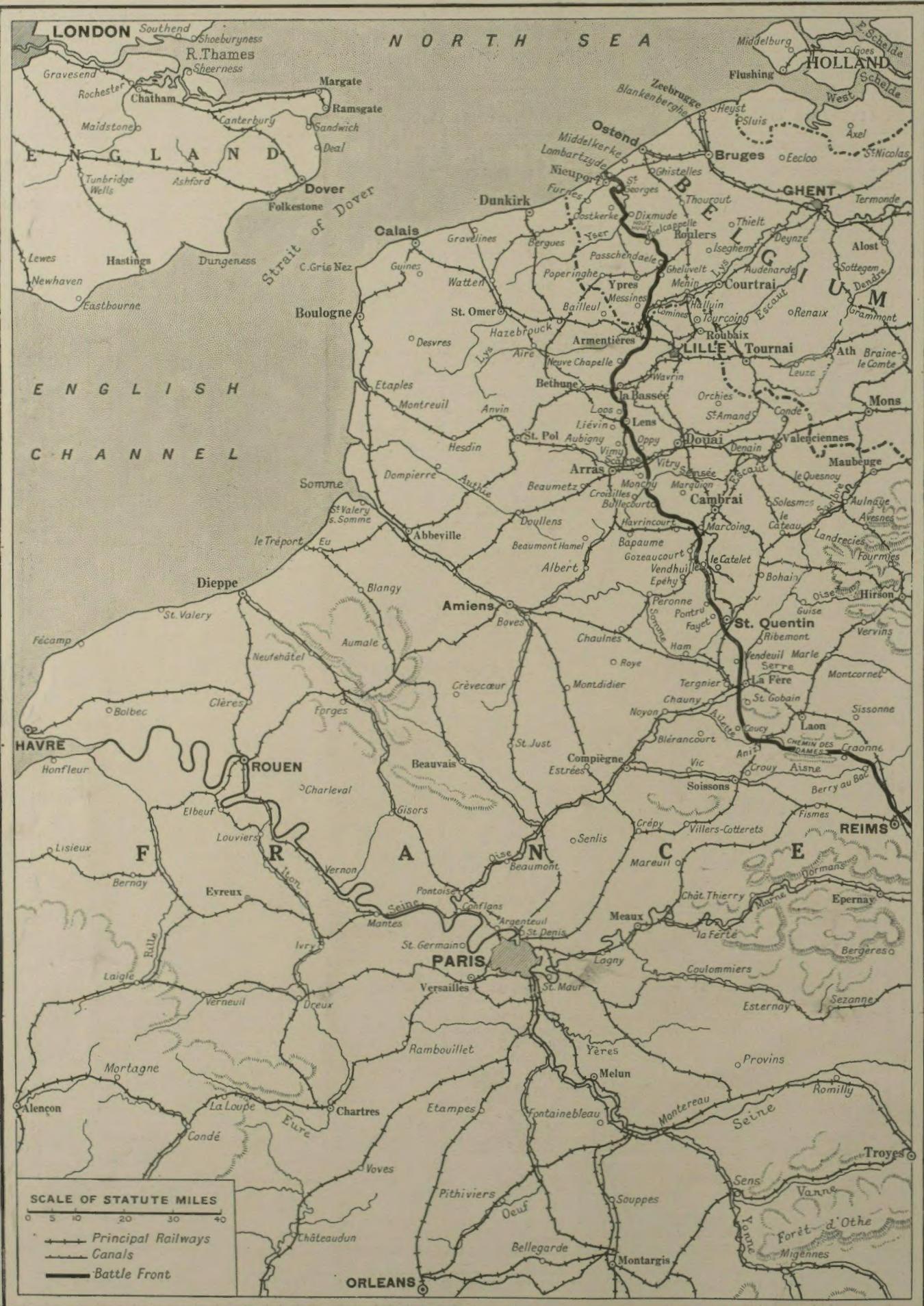
"UNSUCCESSFULLY ATTACKED": BRITISH CRAFT TURNING THE TABLES ON AN UNWARY GERMAN SUBMARINE.

In a recent official statement of submarine statistics, the number of British ships "unsuccessfully attacked" by U-boats in a period of 46 weeks was given as 617. Here we illustrate a typical case of such "unsuccessful attacks." It may be pointed out that, on detached escort work, a submarine may be much more readily seen at a distance

from the high situation of the look-out on board a merchant-vessel than with the low range of vision possessed by light patrol craft. Furthermore, the submarine may not see the low-lying speedy craft, and will sometimes unwarily attempt to attack a merchant-ship by gun-fire. It is then that the pirate receives a sharp surprise.

THE GERMAN BLOW ON OUR FIFTY-MILE FRONT: THE BATTLE-AREA.

A MAP SPECIALLY DRAWN FOR "THE ILLUSTRATED LONDON NEWS" BY MESSRS. GEORGE PHILIP AND SON, LTD.



BAULKED! AN ANGLO-GERMAN AIR-FIGHT OVER THE WESTERN FRONT.

FROM A WATER-COLOUR BY C. FLEMING WILLIAMS.



"HANGING ON HER PROPELLER": A BRITISH AEROPLANE ABOUT TO "FLATTEN OUT" AND ATTACK.

This drawing illustrates one of the commonest methods adopted by pilots of both sides to avoid the downward swoop of an enemy. In the foreground, a British-built machine of French design has been dived on by a Hun. Realising his danger, the British airman has pulled his control stick back until his machine is nearly vertical and momentarily

"hanging on her propeller." The Hun shoots past; the British scout then falls back into a position immediately behind him, "sitting on his tail," and lets him have a burst from a fixed gun firing forward through his propeller, the gun being synchronised so that the bullets miss the whirring blades.—[Drawing Copyrighted in the United States and Canada.]

THE ALLOTMENT TO THE RESCUE.

By S. L. BENUSAN.

IT was stated last week that allotments are growing at the rate of something between forty and fifty thousand a month! When a fair-sized allotment is properly cultivated; at least one family has its own supply of beans, peas, and green food of all kinds, to say nothing of potatoes and the other root vegetables. Give the allotment-holder a "Belgian Hare" or "Flemish Giant," a few really serviceable chickens, and, if possible, a pig or an interest in a pig, and you have a self-supporting man; perhaps, with a goat added, a self-supporting family. It is possible to work wonders on twenty rods of land, and it may be remarked that one hundred and sixty go to the acre.

I tried the experiment last year of parcelling an acre of ground into twenty and forty rod lots. It was my special object to see what could be done if allotment-holders would co-operate and grow a particular crop in one piece, instead of having a dozen little pieces here and there. Some vegetables do not require rich land, others cannot thrive without it. There is a certain economy of seed, too, when men co-operate; for if there are a dozen or a score of workers on an acre, and each buys his own seed, there is bound to be waste, since it is impossible to buy a quantity sufficiently small for each individual's use.

I turn to my notes to see what the actual results were, and may preface the statement by saying that the acre field paid, although it took the whole time of a skilled worker for half a year, and the bill for seeds and manures was a heavy one. On twenty-five rods there was a yield of two tons of carrots. On the same

amount of ground, upwards of twenty bushels of onions were grown from 1½ lb. of seed. From forty rods of ground, a quarter of an acre, rather more than a ton of Jerusalem artichokes came to hand. Brussels sprouts, sown under glass in early spring, then transplanted on to a seed bed, and finally planted out a yard apart, yielded Gargantuan growths. It is not necessary to give further details; suffice it that, by planting on sufficient ground, it was possible to get marketable results; and if allotment-holders would combine to this end, they would be able to grow at greatly reduced cost for seeds and labour.

This consideration is worth pondering, for the allotment-holder, recruited from every class of the non-combatant community, and hereafter to be reinforced by soldiers and sailors home from the war, has come to stay. His patron saint, if he had one, would be the late Mr. Willet, whose Daylight Saving scheme is popular with every class of the community, save the dairy farmer, who has not yet succeeded in making his cows take it seriously. The extra hour goes to the allotment. By the time the city has been left behind, the war-time meal eaten and criticised, and the precious pipe of peace smoked, there is still a space of daylight. Only those who have grown food on some scale, be it the box of mustard and cress, or the hundred acres of wheat, can understand the joy of watching the miracle of growth. To-day there is the utilitarian side. The fruit can be tinned or bottled, some of the rarer vegetables may be treated in like fashion, the roots can be housed in "clamps"

or "graves," walled and roofed against the frost. Government is considering ways and means of disposing of every grower's surplus; and while the allotment holder can keep his potatoes, if he wishes to do so, he will find a market for what he has to spare.

In a few years, John Smith has changed his habits entirely. If single, he would go "up West" when the day's work was done. He would dine in the restaurant of his own choice, and go to the entertainment he liked best. To-day John Smith must look to his allotment, his poultry-run, his rabbit-hutch, his pigsty, and his goat-shed; and to do him justice, he is showing that he can be industrious as easily as he can be idle, and far more enthusiastically. He is becoming a handy man. He can make garden tools and implements for simplifying his work. The building of a shed presents no difficulties to him, even the frame or "light" falls within his competence. He will talk of food values, and the relative merits of manures. If before the war he was an amateur of the garden, his pride was probably divided between roses and sweet peas. To-day it will be given wholly to vegetables. They say that the golf links of yesterday are the cabbage patches of to-day and to-morrow, and that the tennis court has become an onion bed for the good of the one cause that matters. All praise to the allotment-holder! Let him co-operate, and he will do better still. He will get the additional incentive—

*Quis enim virtutem amplectitur ipsam
Præmia si tollas?*

THE AMERICAN SOLDIER: A FIRST-CLASS FIGHTING MAN.

By E. B. OSBORN.

WITHOUT a measure of training and officers in whom he has confidence, no citizen soldier can be expected to fight well. There was a time when the American people were in danger of forgetting this wholesome truth; though there are episodes in their military history, as in that of all other modern nations, which enforce it in a manner distressing to the *amour propre* of patriotic Americans. The legend of the "embattled farmers" and other myths dating from the War of Independence, which ignored the presence of officers with actual experience of European warfare, had given rise to a popular belief that the United States could always improvise an army adequate to the national needs. Mr. W. J. Bryan's assertion that military preparations were unnecessary because "ten million citizens would spring to arms" the moment the foot of an invader touched the sacred soil of their country, was an extreme example of this far-descended fallacy. To-day such sayings are regarded as foolish braggadocio, and no effort is being spared to provide the American citizen soldier with the training, leadership, and equipment which will enable him to "make good" in the tremendous struggle for a decision on the West Front. American officers, I find, are most modest in their expressions of quiet hopefulness. "If only Sammy pans out as well as Tommy," said one of them, "we shall be more than satisfied." Thus spoke the true American, the conqueror of many wildernesses. In the Civil War the American citizen soldier proved himself a better fighting man than the German. In the Franco-Prussian War the highest loss

sustained by any German regiment was 49 per cent., and the old rule that from 20 to 30 per cent. of casualties kills the fighting spirit of a unit for the time being almost always held good. It was not so in the American War of Secession, where it was shown again and again that the most terrific pounding left the *moral* of a regiment absolutely unimpaired. Instances of losses in a single action as high as 60 per cent. were frequent on both sides, and much more often than not the survivors went on fighting valiantly. The famous lines of Brownell's war-poem—

Fear? A forgotten form!
Death? A dream of the eyes!
We were atoms in God's great storm
That roared through the angry skies,

were true of Northerners and Southerners alike; neither losses nor long marches with many a hungry belly, to use Bunyan's phrase, could rust the valiancy of either army. Whether or not war was then as nerve-shattering a business as it is in these days of high explosives and monstrous mechanisms of slaughter is a difficult question. But the unexpected was constantly occurring in the War of Secession. The use of wire entanglements, though limited in extent, began then; and, turning to the sea warfare, which was one of the factors which gave victory to the North, we find that submerged torpedoes were employed, and that the Confederates actually sent out a submarine torpedo-boat against the ships blockading Charleston Harbour. Science was beginning to take a hand in warfare. That America has the finest raw material for

making soldiers cannot be denied. The average American can have keen initiative, and a plentiful supply of that open-air commonsense (called "horse-sense" out West) which prevents courage from becoming foolhardiness. When it comes to fighting, he combines *elan* and caution in a singular degree. As a conqueror of the wilderness in the further and nearer past, he has been taught by Nature, who is always setting traps for the unwary, to look before he leaps, to use his brains as well as his physical gifts in every swift emergency. Let me give an example from my Western experiences. Several bad Indians, fugitives from the white man's justice, decided to wage war on the North-West Mounted Police, and entrenched themselves in a bluff in Saskatchewan. There were a number of Americans in the party of volunteers mustered to take this sylvan fortress. Half-a-dozen of them were shot in the first attack, and in the end two nine-pounders were brought up to finish the affair without further loss of life. None of the Americans who crawled into the bluff were killed or wounded. They noticed that the undergrowth had been cut away here and there, and guessed at once that the ancestral aptitude of the Indians for fighting had prompted them to cut radiating run-ways from their central rifle-pit through the willow and fire-weed of the little patch of woodland. It was fatal to crawl into one of these long, narrow clearings—you were then in a kind of rifle-gallery. The Boche will find the American far too wary to be caught by his subtlest death-traps, and when it comes to hand-to-hand fighting will be quite outclassed.

THE NEED OF NITROGEN:**THE AIR AS A SOURCE OF SUPPLY.**

By F. L.

Nobody now doubts that not this country alone, but the whole world, is "up against" a serious shortage of cereals. As Sir William Crookes showed some twenty years ago, the population was even then increasing faster than the crops required to feed it, and before very long was humanly certain to find itself without bread to put into its mouth. The remedy which the veteran man of science proposed for this state of things was to increase not only the cultivable area of the world's surface, but the productivity of that area which was already under cultivation, and for this purpose he showed conclusively that there was nothing like nitrogen. Nature herself proceeds along these lines when she takes the free nitrogen from the atmosphere and converts it by subtle alchemy into the leaves, the straw, and finally the blossom and fruit of wheat and other food-plants, and we have only to follow her methods to find half our problem solved. Let some "fertiliser," consisting wholly or partly of a salt into the composition of which nitrogen enters, be applied to land sown with wheat, barley, or turnips in the proportion of something like one hundredweight of chemical to the acre, and the yield at once leaps up to nearly double what it was before. Land which formerly produced twenty-eight bushels of barley, fifteen of wheat, or nine tons of mangolds to the acre, when thus treated gives readily forty-nine bushels of barley, twenty-seven of wheat, or fifteen tons of mangolds; and this can be kept up, if not indefinitely, yet for a considerable number of years. We have, in fact, made

two ears of corn or two edible roots grow where one grew before; and there would thus be no fear of starvation, nor even of shortage, if only we could get enough nitrogen.

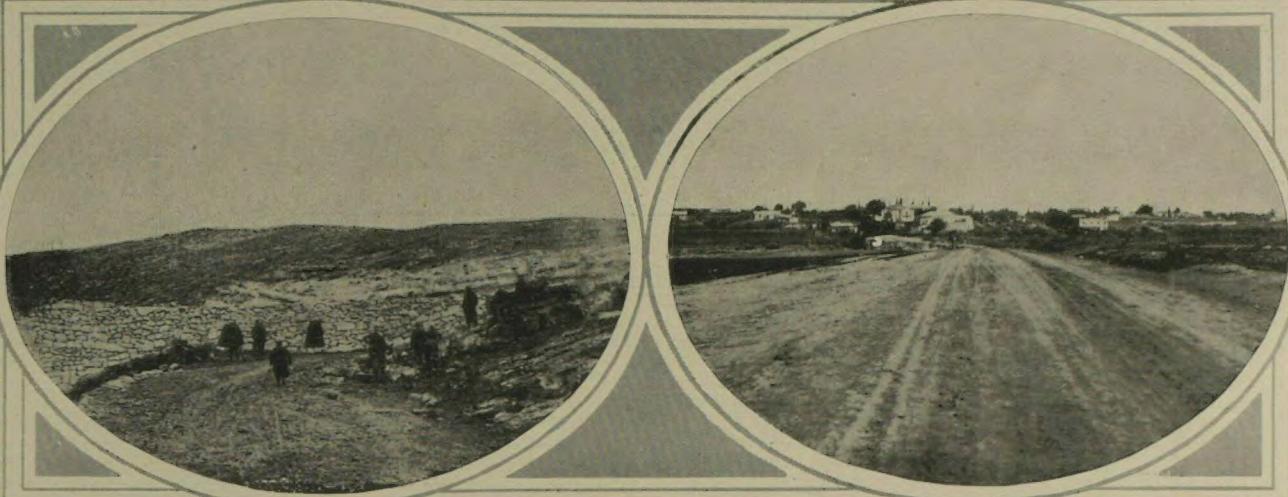
Now the source upon which Europe and America has hitherto depended for the supply of nitrogen is the Chile nitrate beds, of which some account was given in *The Illustrated London News* a few weeks ago. These huge deposits of nitrate of soda or Chile saltpetre are, however, so far from being inexhaustible that experts think the present demands on them will lead to their being worked out in less than fifty years, and our present stock of fertilisers would be then at an end were it not that a fresh and endless source of nitrogen is open to us in the air. For our atmosphere, which consists roughly of four parts of nitrogen-gas to one of oxygen—not in chemical compound, but in mechanical mixture—is so plentiful that it has been calculated that seven tons of nitrogen are waiting for us outside every square yard of the earth's surface. We have only to hit upon some means of capturing, or, as the chemists say, of "fixing" this nitrogen, and we can watch with indifference the exhaustion of the Chile nitrate beds.

Luckily for us, science, mainly during the last ten years, has discovered several ways of effecting this fixation. There is the Birkeland and Eyde process, in which atmospheric air is passed between the two poles of an electric arc of so fierce a heat that the oxygen vanishes and the nitrogen alone remains, to be caught in large towers and converted into nitrate of lime. Or

there is the Hindle process, wherein the carbide of calcium familiar to all used to acetylene lighting is heated and air passed over it, when calcium cyanamide or nitroline is formed, which has been proved to be one of the best of fertilisers. Or there is the Haber process employed by the Badische Anilin Fabrik, where the two chief gases of the atmosphere—namely, nitrogen and oxygen—are forced to combine chemically into nitric acid by means of a "catalyst," or third body whose composition is kept secret. By this means, our enemies are said to be at present turning out yearly half-a-million tons of ammonia, which is nothing but a compound of nitrogen and hydrogen. There is also a French process where nitrogen is won by roasting bauxite or aluminium ore, which would be the more interesting were it not that the Germans have got hold of most of the bauxite. Or, lastly, there is the process which aims at utilising the great stores of peat which Western Europe holds, by passing it through iron tubes under an electric current of high voltage, with the result that the peat is converted into a solid fuel, while sulphate of ammonia, another most efficient fertiliser, is got as a by-product. Which of these processes has been adopted by the British Government cannot here be said; but, as it has been already mentioned in the Press that they are spending a large sum on factories for "fixing" nitrogen, we may hope it is a fairly economical one. Nitrogen, it may be noticed, is the principal constituent of high explosives as well as of fertilisers; so that the sustaining and the destruction of life alike require it.

THE CAPTURE OF JERICHO: SCENES AND INCIDENTS.

OFFICIAL PHOTOGRAPHS.



ON THE HISTORIC HILL ROAD FROM JERUSALEM TO JERICHO: THE ROAD AS RECONSTRUCTED AT ONE OF THE SHARP BENDS.

WHERE THE JERUSALEM ROAD WIDENS OUT ON THE EDGE OF THE DEAD SEA PLAIN: APPROACHING JERICHO FROM THE WEST.



MOUNTING GUARD IN JERICHO: BY THE TREES IN FRONT OF THE ONLY EUROPEAN-TYPE HOUSE—THE HOTEL.



TEMPORARILY QUARTERED WITHIN THE VILLAGE: NEW ZEALANDERS RIDING IN TO HEADQUARTERS ON RETURN FROM OUTPOST DUTY.



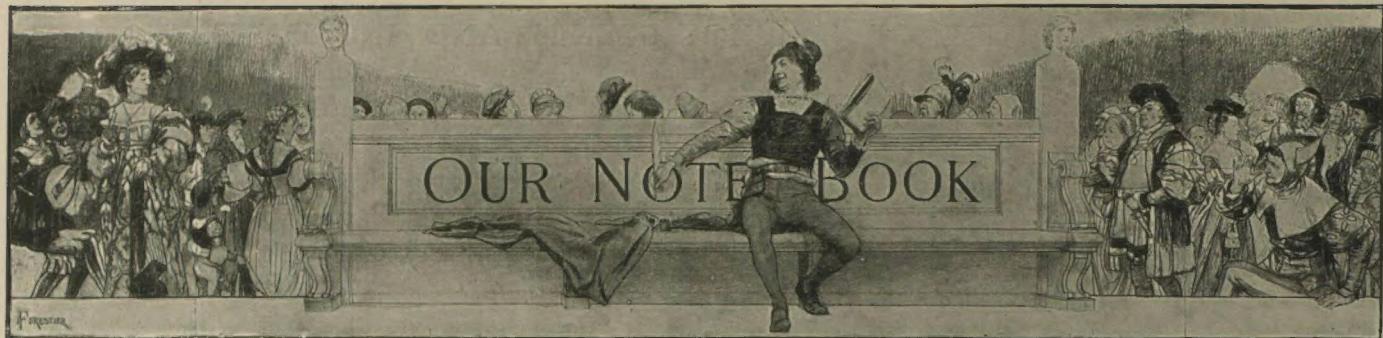
THE DASH IN WHICH FINALLY CAPTURED JERICHO: A NEW ZEALAND MOUNTED DETACHMENT GALLOPING THROUGH THE OUTSKIRTS.



AS THE HOUSES OF JERICHO APPEAR TO-DAY: IN THE MAIN STREET OF THE VILLAGE DURING THE BRITISH OCCUPATION.

Jericho was taken on February 21, little opposition being offered by the retreating Turks in the closing stages of our advance on the town—or, as it now is—village. Anzac mounted-troops carried out the final charge into the place which delivered Jericho into our hands. One New Zealand detachment galloping in is seen in the fifth illustration. Once the second city of Judaea, Jericho, under Turkish misrule, long since degenerated into little better than the poverty-stricken village of Arab huts as it appeared when we took the place. Latterly the Turks used the place as a base camp, and its strategic position is important. Jericho stands amidst an oasis of trees where the tortuous western

road from Jerusalem, coming down steeply through ravines and past sterile steep-sided hills, widens out on to the Dead Sea and Jordan valley plain. What remains of its historic walls which fell before the blasts of Joshua's trumpets are now low mounds of sun-baked mud and sand. They were partially excavated not long before the war in the interests of historic investigation as to the Scriptural account of their dramatic collapse. Jericho boasts one house of European build, which was before the war the hotel where intending visitors to the Dead Sea put up. The Arab "guides" also were always keen to show tourists the traditional site of Rahab's house.



BY G. K. CHESTERTON.

IT has often been said that the Bolshevik leaders turned Russia upside down; but it is to me a much more curious point that they have turned themselves upside down. When last seen, Lenin and his friends were most unmistakably standing on their heads. Insurrection is always a human and sometimes a happy event; but inconsistency is particularly inconsistent with it. The least we can ask of a rebel is that he should be a fanatic; and the least we can ask of a fanatic is that he should be a logician. Now the logic of Lenin ended in a very curious and complete reversal. The Bolshevik is now repeating, with a singular neatness, his own original statement read backwards. He began by saying that the war was wicked, but must be endured—in the hope that a pure and happy peace would come soon. He ended by saying that the peace was wicked, but must be endured—in the hope that a pure and happy war would come soon. He points, as to a rosy dawn, to that same reality from which he has just fled as from a red conflagration. As he reviled the war he was supposed to be waging, so he reviled the peace he was supposed to be signing. His more flippant critics might imply that, as he did not like the war he conducted, or the peace he concluded, it is possible he will not be any better pleased with the other war he has prophesied. But this is a superficial view, and I am concerned with a more serious and fundamental fallacy. Lenin might say that the war was forced on him by the Tsar, and the peace forced on him by the Kaiser; but he cannot say that the Bolshevik movement was forced by anybody but Bolsheviks. The logic of Lenin was his own; and it is more and more apparent that it was very illogical.

For his final phrases throw a doubt not merely on the war, and not merely on the peace, but actually on the revolution. The stages by which he reached this position were each more extraordinary than the last, and are worth recalling now if only as a curiosity of history. First, he told us that, if the Russian common soldier would set the example of laying down his arms, the German common soldier would do the same. The Russian did practically do this; and the German, in a highly marked manner, declined to do anything of the sort. Lenin then tacitly abandons the whole theory of the moral example, and says that the sooner the Russian soldier picks up his arms again the better—in which I respectfully agree with him. But he adds that the Russian cannot pick them up again for a considerable time, and in a sense this may be true, and the reason is hardly recondite. It may be expressed by saying that Lenin told the soldier to fling away his weapons with a very wild gesture to a very considerable distance. In all simplicity, the reason why Bolshevism could not gather the army was because Bolshevism had completely scattered it. But the reason the Bolshevik leader himself gave, in his last speech, is a truly extraordinary one. He practically complained that the poor Russian, who had advanced with him along the path of progress far enough to throw away his rifle, had not advanced far enough to pick it up again. He actually suggested

that the enlightened Slav, who has just made peace, is not yet sufficiently enlightened to make war. He is not modern enough for militarism, and has not yet acquired all the culture required to turn him into cannon-fodder.

His only reward for being the first of the peacemakers is to be condoled with on being inevitably the last and least military of the military men. For Lenin's last speech was quite specific and lucid on this matter. He says there must be another and more successful conflict; but that the enemy is still too superior in science, and his own country too inferior in civilisation, for it to be conducted with success. This can only mean that the matter must be settled by arms, but by arms of more precision; by armies, but by armies of stricter discipline. It is a very sensible decision, if a somewhat belated one; and we may be glad of this new testimony to the great central truth—that a humiliating peace with Prussia will not even prove to be a peace, but only a humiliation. But Lenin apparently proceeded to

right to ask us even to excuse their success, if they had not already converted the common citizens. And now they claim the right to ask us to excuse their failure, merely because they had not converted them. In other words, they ask to be excused for being an unsuccessful oligarchy, on the bare plea that they were an oligarchy. Now, surprising as it may seem, I do not believe in oligarchy; monstrous as the suggestion may be to a truly modern mind, I really do believe in democracy. And, in the light of his last confessions, I should surely have the right to ask Lenin what it is that he believes in. That the populace is ignorant may be an excellent reason for not being a democrat. But it is hardly a reason for being a disloyal democrat; and it cannot possibly be a reason for being an unreasonable one. I confess I cannot believe that the original Bolshevik movement was quite so unpopular as its chief popular leader now tells us. I cannot think he was so wholly devoid of all democratic justification as he himself says. But the admission does suggest that the emotions of the revolution were very mixed; and the ideas of its leaders seem very mixed also.

It is obvious that a politician often passes the first half of his life in explaining that he can do something, and the second half of it in explaining that he cannot. When he is in opposition he is an expert on the means to some end; and when he is in office he is an expert on the obstacles to it. In short, when he is impotent he proves to us that the thing is easy; and when he is omnipotent he proves that it is impossible. I do not pretend that this inconsistency is peculiar to Bolsheviks, or peculiar to Russians; it is as much the note of our native politicians as of any other. And it is precisely for that very practical reason that I mention the matter here. Lenin, when he was defending his failure, talked very differently from Lenin when he was



INDIAN SOLDIERS BEING DECORATED IN INDIA: AT A MEDAL DISTRIBUTION BY THE VICEROY AT DELHI.

The distribution of war medals and distinctions won by Indian soldiers of various ranks and arms of the service, illustrated above, took place during the present—or now ending—“cold weather” season at Delhi, while the Viceroy was at the Imperial Capital of India. It is hardly needful to particularise how Indian regiments have gained honour and fame in action on all fronts during the war, beginning with the earlier months of the Western Front fighting, in especial in the Ypres district, where the first V.C.s awarded to sepoys were won—the decorations being subsequently conferred on the heroes by the King in person. In the group of recipients shown above waiting to pass before the Vice-regal dais, may be identified Gurkhas, Sikhs, Punjabi Mussalmans, and others of the “fighting races” of India who have been, and are, so gallantly doing their duty to their

Emperor, the King, and the British raj.—[Photograph by Datt.]

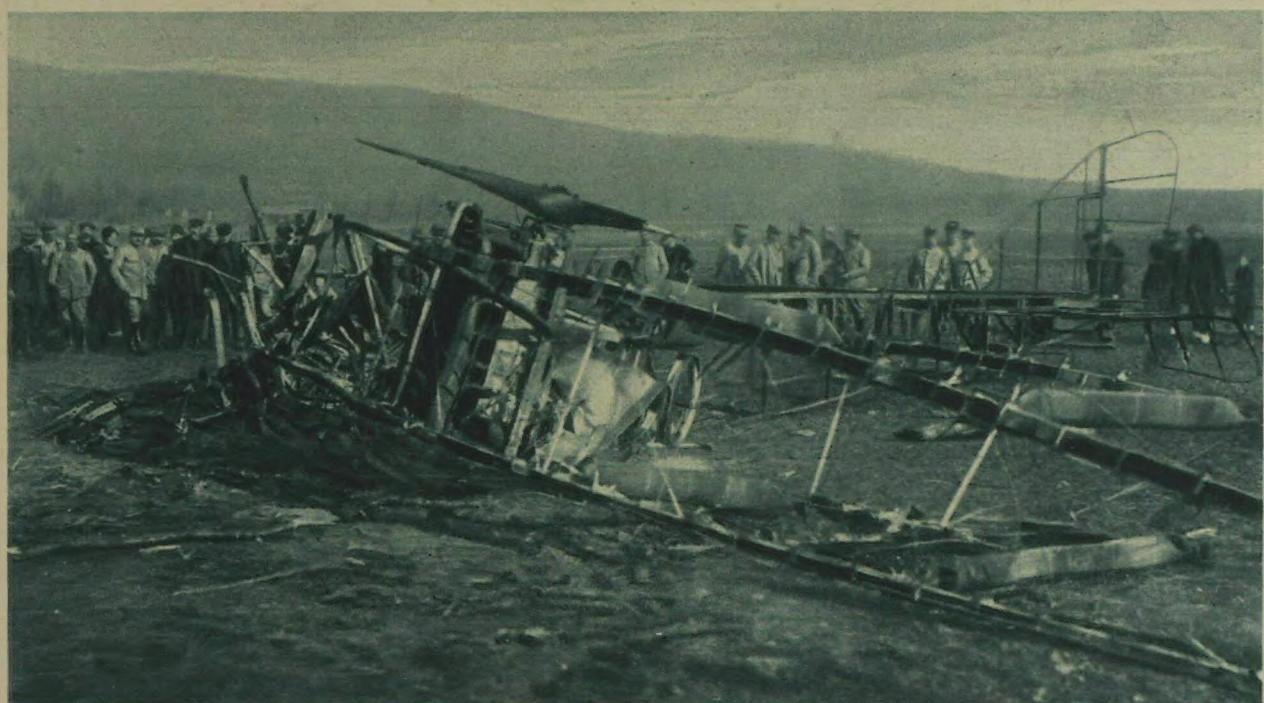
a pronouncement even more momentous, to one that strikes at the root of the whole claim of his republic to be a republic—and even of the claim of his revolution to be a revolution.

He said in so many words that the “ignorant peasantry” of Russia—who are, of course, the great majority of Russia—have even now no comprehension of what has occurred. He said that the interval between now and the next sanguinary world-war may be happily and profitably whiled away by seeing that the new revolutionary ideas “ripen in the mind of the masses.” Now it is surely obvious, on a revolutionary and not a conservative assumption, that revolutionary ideas ought to be tolerably ripe before they produce a revolution. It is absurd, upon any argument, to make the disturbance first and the discontent afterwards. It is absurd, I say, upon any argument; and it is trebly absurd upon a democratic argument. By whose authority were the Bolsheviks first rioting and then ruling, first making war, then making peace, and then wanting to make war again? If they were not acting in the name of the masses, in whose name in heaven or earth were they acting? They had no

defending his success. But that Lenin was alone in this, I think it wise to suggest that there will be many like him. Whether the part was corrupt or merely confused, there are many politicians in England who will be only too ready to play it; and we do not want that pantomime turn played over again here. We do not want the war lost and the peace spoilt, merely that a demagogue may end by confessing that he was never a democrat. We do not want some cosmopolitan crank thwarting our patriotism on the plea that the working classes are with him, and then escaping in the plea that they have always been against him. We must not be swept away by a panic, on the ground that it is popular, only to learn from those who started it that it never was popular at all. It will be well to be warned in time that some pig with a purely fictitious mandate may attempt to make a thoroughly bad settlement, well knowing that, if it turns out worse than even he intended, he can fall back on the airs and graces of an intellectual aristocrat, deplore the unscientific and uncivilised stage of development of better men than himself, and blame the brutal ignorance of the British working man.

GOTHAS DOWN: A DESTROYED PARIS-RAIDER; A 'PLANE WINGED.

PHOTOGRAPHS BY ERHARD AND MORRAU.



1. A PARIS-RAIDER BROUGHT DOWN IN FLAMES NEAR CHATEAU THIERRY: THE WRECKAGE NEXT DAY.

2. BROUGHT DOWN INTACT ON THE FRENCH SIDE OF THE STRAITS OF DOVER: A GOTHA ON VIEW, BY RODIN'S "BURGHERS OF CALAIS," IN CALAIS.

Four of the German bomb-dropping Gothas that made a nocturnal attack on Paris on March 11 met their deserved fate in the course of the raid. The one of which the burned out and charred remains are shown in the first of these illustrations, was set on fire while in flight. It fell a flaming mass in a field at Essomes, in the neighbourhood of Château-Thierry, on the Marne, twenty-three miles from Soissons, and sixty miles from Paris. Château-Thierry, by the way, was the birthplace of La Fontaine,

and the scene of one of Napoleon's brilliant forlorn-hope victories over the Prussians during his campaign at bay in 1814. The destroyed Gotha had three airmen on board. Two of them were burned to death; the third, a Bavarian captain, named Schoebler, died in hospital from his injuries a few hours after being picked up by the French. Another Gotha, captured intact shortly before, near Calais, is seen in the second illustration, while displayed as a trophy on the Place Richelieu, Calais.

A MOUNTAIN FUNERAL ON THE ITALIAN FRONT: A COFFIN ON A CABLE-WAY.

FROM A DRAWING BY GEORGES SCOTT.



PASSING BY CABLE-WAY TO HIS LAST REST IN THE VALLEY BELOW: ALPINI ON MONTE ADAMELLO SALUTING THE COFFIN OF AN ITALIAN OFFICER KILLED IN A PATROL ACTION.

An impressive and picturesque incident of winter warfare on Italy's mountain front is here illustrated. A party of Alpini are standing at the salute as the coffin of an Italian officer, killed in an advanced-post fight, is about to be lowered into the valley below for burial. The cable-way down which it is to descend is one of the type largely used by the Italians for conveying supplies and munitions to their troops on the mountains. The weather on the Italian front has recently been severe, with snow, flooded rivers, and avalanches. Writing from the British front in Italy on March 14, Mr. Perceval Gibbon says: "Snows upon

the mountains are still contributing water to the Piave, but here and there are already fordable places, and the activities of the British patrols who cross the river at night have been resumed. The British Army's moral was never better exemplified than by the way they have treated the Austrian Army ever since their arrival on this front. They have harried the enemy, upset his arrangements, and sapped his fighting energy." The Italians themselves are continuing their arduous Alpine operations with the utmost vigour.—[Drawing Copyrighted in the United States and Canada.]

"LIKE A CHRISTIAN CONGREGATION IN THE CATACOMBS": AN AIR-RAID RIFUGIO IN PADUA.

DRAWN FROM LIFE BY GEORGES SCOTT.



"THE GENERAL TEMPER WAS THAT OF ANNOYANCE . . . RATHER THAN OF FEAR": PADUANS SHELTERING DURING AN AIR-RAID IN THE CELLARS OF AN ANCIENT PALACE HOLDING 1500 PEOPLE.

Padua has suffered much from air-raids, but it is well provided with shelters. Mr. G. Ward Price writes: "Cellars exist under the larger houses of the town, each indicated by a great 'Rifugio' painted up in red letters. Some of these cellars are like the crypt of a church. They belong to the age when men laid down wine for their grandsons to drink. I took a look into one of these refuges that holds about 1500 people. You have to stumble down steps worn by the feet of generations of cooks and butlers. It was an odd spectacle—like a Christian congregation in the Catacombs. The feeble light of a few candles flickered

over tiers of white faces, whose owners squatted on woodstacks that rose to the ribbed and vaulted roof. A rattle of excited Italian conversation filled the mouldy old dungeon with an atmosphere of vivacity. If the gruff bark of bursting bombs was heard, the women would break off to ejaculate a *Dio mio* and the men would run off a few curses, but the general temper was that of annoyance at losing half a night's rest rather than that of fear. . . . These old Italian towns are most conveniently designed for shelter against bombs."—[Drawing Copyrighted in the United States and Canada.]

A FIGHT TO THE DEATH WITH STONES AS MISSILES:

DRAWN BY H. W. KOEKOEK FROM A SKETCH BY

THE LAST STAND OF HEROIC ITALIAN ALPINI.

OUR WAR ARTIST IN ITALY, JULIUS M. PRICE.



USING STONES AS MISSILES AFTER THEIR AMMUNITION WAS EXHAUSTED A PARTY OF ALPINI RESISTING TO THE DEATH ON MOUNT SOLAROLO.

The tale of a heroic fight to the death by a party of Alpini, on Mount Solarolo during the Italian retreat, was told to Mr. Julius Price, our artist in Italy, by the only survivor of the devoted band, who escaped, but was maimed for life. "During one of the attacks," writes Mr. Price, "when the Germans were advancing in overwhelming numbers, and the Italians were forced to retreat, a small detachment of some twenty Alpini became separated from their regiment and forced into a position which precluded all practical resistance. But the fighting spirit is ingrained in these grand Italian mountaineers. Rifle ammunition was exhausted, and only two boxes of hand-grenades remained. These were soon used up, and the Germans

were quite close to the devoted party. Their comrades were gradually being picked off, and now only twelve were left. Then a sergeant called out, 'Give it to them with stones, boys!' and with these primitive weapons they fought until the last available stone had been flung. In the early hours of the morning one badly wounded man crawled on all fours into the Italian line. It was the sole survivor of this band of heroes." After a talk in hospital with this fine young soldier, maimed for life, Mr. Price says: "I have come away marvelling at the almost superhuman courage which inspired every man who took part in the affair." —[Drawing Copyrighted in the United States and Canada.]



SUNK BY A SUBMARINE: STAGES OF A TORPEDOED SHIP'S DOOM.

PHOTOGRAPHS BY C.N.



SOON AFTER BEING TORPEDOED: A FRENCH MERCHANT-SHIP BEGINNING TO SINK BY THE STERN.



WITH HER BOW, FUNNEL, AND AFTER-MAST STILL ABOVE WATER: THE SHIP SETTLING DOWN.



WITH BOWS AT A STEEPER ANGLE AND FUNNEL APPARENTLY BROKEN: A STAGE FURTHER.



LOWER STILL: THE FORECASTLE OF THE SINKING SHIP SEEN FROM ANOTHER VIEW-POINT.



ALMOST GONE: THE LAST SIGHT OF THE BOWS BEFORE THE SHIP FINALLY DISAPPEARED.



RESCUED AND SMILING: THE CAPTAIN (WITH THE SHIP'S PAPERS) AND CREW ON BOARD A BRITISH PATROL-BOAT.

These photographs, illustrating a typical example, afford a vivid commentary on the official record of U-boat victims, showing in successive stages what occurs to a torpedoed vessel. In this instance it was a French merchantman, and here it may be remarked that the gallant men of all the Allied mercantile marine must share in the tribute to their British comrades' heroism, paid by Admiral Sir Rosslyn Wemyss, who described their work as "beyond all praise." The Admiralty recently gave the Press access to

the logs of various vessels sunk or attacked by U-boats, with the result that some intensely moving records have "leaped to light." Thus we read in one case: "After the explosion all hands were sent on deck. The ship sank stern first. There was no time to lower the boats, and practically the whole crew had life-belts on when thrown into the water. . . . As the ship was sinking, the master dived off the bridge; he was not seen later. A number of men were rescued after being in the water for four hours."

DESTROYERS ON PATROL: AN EVENING SEASCAPE—BEFORE A GALE.



AS NIGHT BEGINS TO CLOSE IN, WITH DARK, LOWERING STORM-CLOUDS BANKING UP ON THE HORIZON : IN CRUISING FORMATION—LINE AHEAD.

"If I were to die now, 'Want of Frigates' would be found stamped on my heart," wrote Nelson in one of his gloomy moments when the enemy had temporarily given him the slip. The lesson implied has been learnt at the Admiralty. Every endeavour is made to maintain an adequate force of the vessels which serve as "Eyes and Ears of the Fleet"—destroyers and swift patrol-boats. Destroyer work includes, in addition

to work in touch with the Grand Fleet and its cruiser squadrons at sea, U-boat hunting and destroying, policeman's-beat duties on the trade routes, and constant reconnaissance by day and night among mine-strewn waters off the enemy's coasts in all weathers. Destroyers in cruising formation, line-ahead, are seen in the illustration—the time, evening with the threat of a rough night in the look of the sky.

OUR MEN ON LEAVE IN PARIS: A DANCE AT THE BRITISH ARMY AND NAVY LEAVE CLUB.

DRAWN FOR "THE ILLUSTRATED LONDON NEWS" BY J. SIMONT.



"THERE ARE ALMOST DAILY ENTERTAINMENTS, CONCERTS, DANCES, AND WHIST DRIVES": A CLUB WHICH IS THE SOCIAL CENTRE FOR BRITISH SOLDIERS AND SAILORS.

The British Army and Navy Leave Club in Paris is a great boon to thousands of British soldiers at the Front who take the opportunity to spend their leave in Paris, including many overseas men, from Canada, Australia, New Zealand, and South Africa. It is situated in the Hôtel Moderne, on the Place de la République, where a wing of the building was generously provided by Baron d'Erlanger. The premises include a large entertainment hall, reading, writing, and billiard rooms, over 130 bedrooms, and a restaurant, where

good meals at moderate prices are obtainable. The British Consul in Paris, Mr. Walter R. Hearn, who took a prominent part in founding the Club, writes: "Now that there are almost daily entertainments—concerts, dances, and whist drives—the financial needs of the Club increase every week, and, what is more, they are likely to increase further, as the Club is not only to be a war club, but, when peace is signed, it will have to go on during the long months of demobilisation."—[Drawing Copyrighted in the United States and Canada.]

THE LEAVE CLUB IN PARIS: A HAUNT OF BRITISH SOLDIERS.

DRAWN FOR "THE ILLUSTRATED LONDON NEWS" BY J. SIMONT.



A STREET NOTICE-BOARD DIRECTING MEN TO THE CLUB.



A WHIST DRIVE
AT THE CLUB.

The British Army and Navy Leave Club, already described under the preceding double-page drawing, not only provides in itself a social centre for men visiting Paris, with varied amusements such as whist drives, concerts, and other entertainments, but it helps its members to spend their time there to the best advantage. Notice-boards in public places

point the way to the Club; and when they arrive there men are given a useful leaflet containing all they need to know about hotels, travelling, money, places of amusement, and so on, with an equally useful list of "Don'ts." Drives and excursions have been arranged, to Versailles, Malmaison, and elsewhere, and a number of young Englishwome

[Continued next]

THE BRITISH LEAVE CLUB IN PARIS: FREQUENTERS AND AN "HON. SEC."

DRAWN FOR "THE ILLUSTRATED LONDON NEWS" BY J. SIMONT

Miss DECIMA MOORE

ONE OF THE

HON. SECRETARIES



EXAMINING A LIST OF EXCURSIONS

AT THE ENTRANCE TO THE CLUB



THE AUDIENCE AT AN ENTERTAINMENT IN THE CLUB

Continued.

in uniform give their services as guides to parties of men wishing to see the sights of the city. One of the Honorary Secretaries of the Club, and described as "the life and soul of the place," is Miss Decima Moore, formerly so well known as a Savoyard, and now the wife of Brigadier-General Guggisberg. Her sister, Miss Eva Moore (Mrs. H. V.

Esmond), recently arranged to go to Paris to appear in some of the entertainments at the Leave Club. Excellent work has also been done for the Club by its other Honorary Secretary, the Rev. A. Stanley Blunt. The men for whom the institution is provided show themselves fully grateful on all occasions—[Drawings Copyrighted in the United States and Canada.]

THE WORLD OF FLIGHT.

THE BOMBING OFFENSIVE AGAINST GERMANY.

By C. G. GREY,
Editor of "The Aeroplane."

A GOOD many months ago, when, after a somewhat important air-raid on London, the Premier visited one of the bombed districts, it was reported in various news-sheets that he had intimated the Government's intention to "give 'em Hell" at some future time. The phrase was not confirmed; but, in the atmosphere of strict propriety which permeates the House of Commons, it was formally announced by a competent authority that the British Flying Services would institute retaliatory raids when the proper moment arrived.

What is, or what is not, a retaliatory raid, or a reprisal, is a matter which seems to exercise mightily the minds of many people; but one imagines that what most interests the average citizen of any of the Allied countries is whether the proper moment has arrived, and whether the bombing aeroplanes of the Allies are, in the parlance of the aviator, "doing the trade" or not. The proper moment is obviously that moment at which there is a sufficient supply of aeroplanes and pilots available to assure the striking of blows which will be definitely felt by the enemy, and to assure that a succession of those blows will be maintained. One is inclined to believe that such is now the state of affairs.

Early in the winter, when there was a clamour in England for reprisals immediately, a small number of big bombing aeroplanes were sent to Eastern France to start reprising at once. Unfortunately, insufficient consideration was given to the question of weather, with the result that, on the very first raid, six machines started over the Vosges in clear, dark weather, but on their return the weather changed, heavy snowstorms came up, and three machines out of six failed to reach home. These facts are taken from the official communiqué of the time.

From these facts one deduces that insufficient care was taken to secure accurate weather forecasts. It may have been noticed that the German pays particular attention to his weather bureau. He never comes over against a west wind, partly because a head wind means flying slowly while heavily loaded with bombs; but chiefly because he has no accurate means of knowing what weather is coming up behind the wind. When there is an east wind, however, he has command of weather information behind the wind all the way from the Arctic Circle to the Black Sea for a thousand miles and more to the eastward.

Frequently no raid has occurred on what has seemed to be an ideal night, with an east wind. Those who have watched these affairs may have noticed that, on such occasions, there has been a sudden change in the weather shortly afterwards. Either fog, or rain, or wind has followed closely on those ideal nights. The German has had warning of that change, and has kept his raiding machines at home accordingly.

This question of suitable weather is also an important factor in judging whether the proper moment has arrived for a raid into Germany. It is of prime importance to the British bombing squadrons now operating from bases in eastern France; and their experience, together with their organised system of weather information, will be of the highest value to the great fleets of American bombing machines which are expected to be in operation against Germany during the present year.

The excellent organisation, and the skilful handling, of the British bombing squadrons was very clearly demonstrated in the House of Commons on March 19,

by Mr. Ian Macpherson, when he stated that, since October 1917, when these squadrons began their work, they had made 38 effective raids into Germany, and had dropped 48 tons of explosives. He also stated that 250 flights had been made, and that only 10 machines had been lost.

What he evidently meant here was that 250 bombing aeroplanes had crossed the German frontier. That is to say, 250 machines in all had started in the 38 raids. Which gives us an average of about six machines per raid, and an average load (based on the 48 tons) of about a fifth of a ton—say, 400 lb. of

machine. Thus a smaller number of machines would be needed to carry a ton of bombs than is needed for the longer raids which are now being made.

Many of our news-sheets hailed these raids on Alsace-Lorraine as being raids on Germany, omitting to note that one of the Allies' objects in the war is to free Alsace-Lorraine from the German yoke; and also omitting to consider that raids on that area would have no moral effect on Germany. It is, however, well to emphasise the fact that continuous short-distance raids on the iron-mines and steel-works of such places as Breisach, Saarbrücken, Pirmasens, and so forth, are of great military value, because from that district is drawn at least one-third of Germany's supply of steel. Naturally, if this supply could be entirely cut off, the effect on the German Army would be very serious. And even if the output could be reduced to one-half by consistent bombing, the weakening effect on the enemy's troops would be felt.

Thus, the short-distance raids into the iron districts are very well worth while because they fill a two-fold purpose. In the first place, they offered very excellent training for young and inexperienced pilots; and secondly, they do definite military service by making the enemy's task of maintaining his supplies of war material more difficult.

However, the main object of the bombing-raids is to affect Germany itself. Already we hear of something very like a state of scare in the Rhine towns, owing to the small raids which have taken place up to the present. Probably these accounts are exaggerated by friendly neutrals, who desire to rise in the estimation of the Allies by speaking pleasing words. None the less, it seems likely that there is some truth in the stories.

If there be any truth at all, then there is every encouragement to go on bombing. If 48 tons of bombs, spread over 38 raids during a period of nearly five months and a dozen different towns by 250 machines, can produce any moral effect at all, what might one reasonably expect to be the effect of 48 tons of bombs dropped on one town at one time by 250 machines? Such a raid by 250 machines in a day is well within the bounds of possibility at any time, especially when the American bombing squadrons are in proper flying trim.

For once in a way the Allies have an immense geographical advantage. In military language, the Allies have the interior lines of communication. The only important English munition centre which the Germans can reach is London. Almost the only important French centre is Paris. To reach either the Germans have to transport all their aeroplanes, stores, men, and so forth, to aerodromes in enemy country over railways already packed with transport for the army in the field.

The Allies start from aerodromes in France fed by railways which are not by any means the hardest pressed. From those aerodromes they can launch their attacks as they please. One day the whole fleet may concentrate on Mannheim. Another day Stuttgart may be the objective. Germany's sources of supply form a kind of fan over a hundred miles in extent, and any point along that fan can be reached with equal ease. Every point has to be defended as if it were the only point, so that one attacking force can produce the same moral effect on all those munition centres as if there were a separate attacking force for each.



AS IN LONDON: A PARIS "TUBE" STATION AS AIR-RAID SHELTER.
The notice reads: "Station may be used as a shelter in case of alarm."—(French Official.)

bombs, per machine. When one considers that until February of this year the weather was particularly unsuitable for flying over the mountains of the Vosges and over the Rhine Valley, one perceives that very good work has been done. The raids of November, December, and January must be regarded chiefly as training flights, designed to get some of our pilots used to finding their way over Alsace-Lorraine, so that they would be able to lead squadrons of new pilots direct to their objectives later on.



ON THE LIDO: A FRENCH AEROPLANE AT VENICE.

French Official.

Reference to official reports of those months show that the weight of bombs dropped in most of the raids was comparatively small. This would indicate that a small number of machines was used. The increase in the weight of bombs in recent raids indicates, equally, that more machines are being used.

In this connection, it is also to be noted that in many of the earlier raids the raiders went no further than the iron and steel producing centres in Alsace-Lorraine. This meant that they had to carry less fuel, and could, therefore, carry more bombs per

THE PARIS LEAVE CLUB: A PLEASANT CHANGE FROM THE TRENCHES.

DRAWN FOR "THE ILLUSTRATED LONDON NEWS" BY J. SIMONT



AN INTERVAL DURING A DANCE AT THE CLUB.

THE RESTITUTION OF ALSACE AND LORRAINE: A GREAT DEMONSTRATION IN PARIS.

PHOTOGRAPH BY H. MANURI



"IT IS NOT ONLY FRANCE WHICH SAYS TO ALSACE AND LORRAINE, 'YOU WILL COME BACK': THE SORBONNE MEETING ON THE ANNIVERSARY OF THE BORDEAUX PROTEST OF 1871.

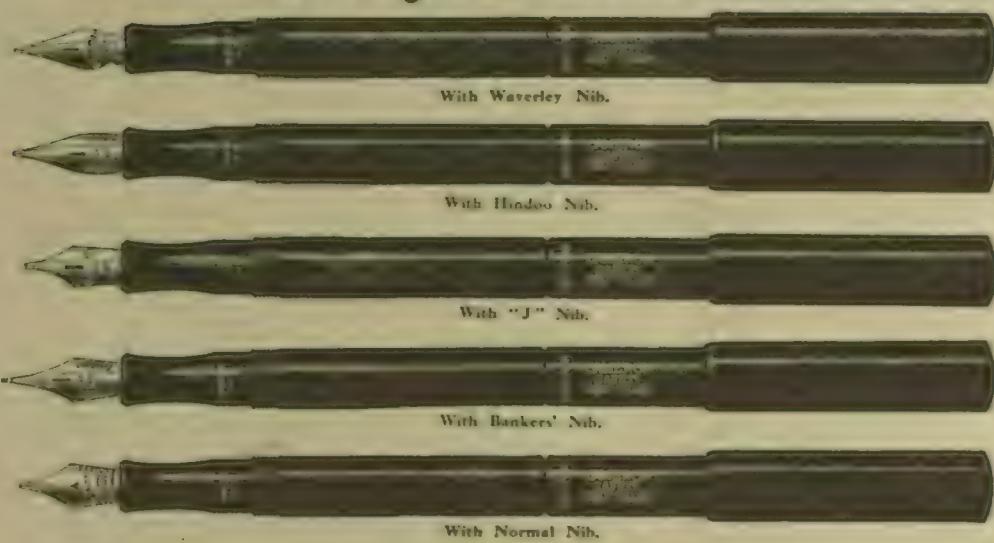
The forty-seventh anniversary of the historic protest against the German annexation of Alsace and Lorraine, made in 1871 by the Deputies of the stolen provinces in the National Assembly at Bordeaux, was celebrated in Paris recently by a great meeting at the Sorbonne. Our photograph shows the President of the Chamber reading his discourse. Near him are President Poincaré

and M. Clemenceau, the latter one of the few survivors of the Bordeaux gathering. M. Pichot said: "It is not only France which says to Alsace and Lorraine, 'You will come back to your country.' It is the whole of the great Coalition which has been formed to bar the road to the disturbers of the world's peace."

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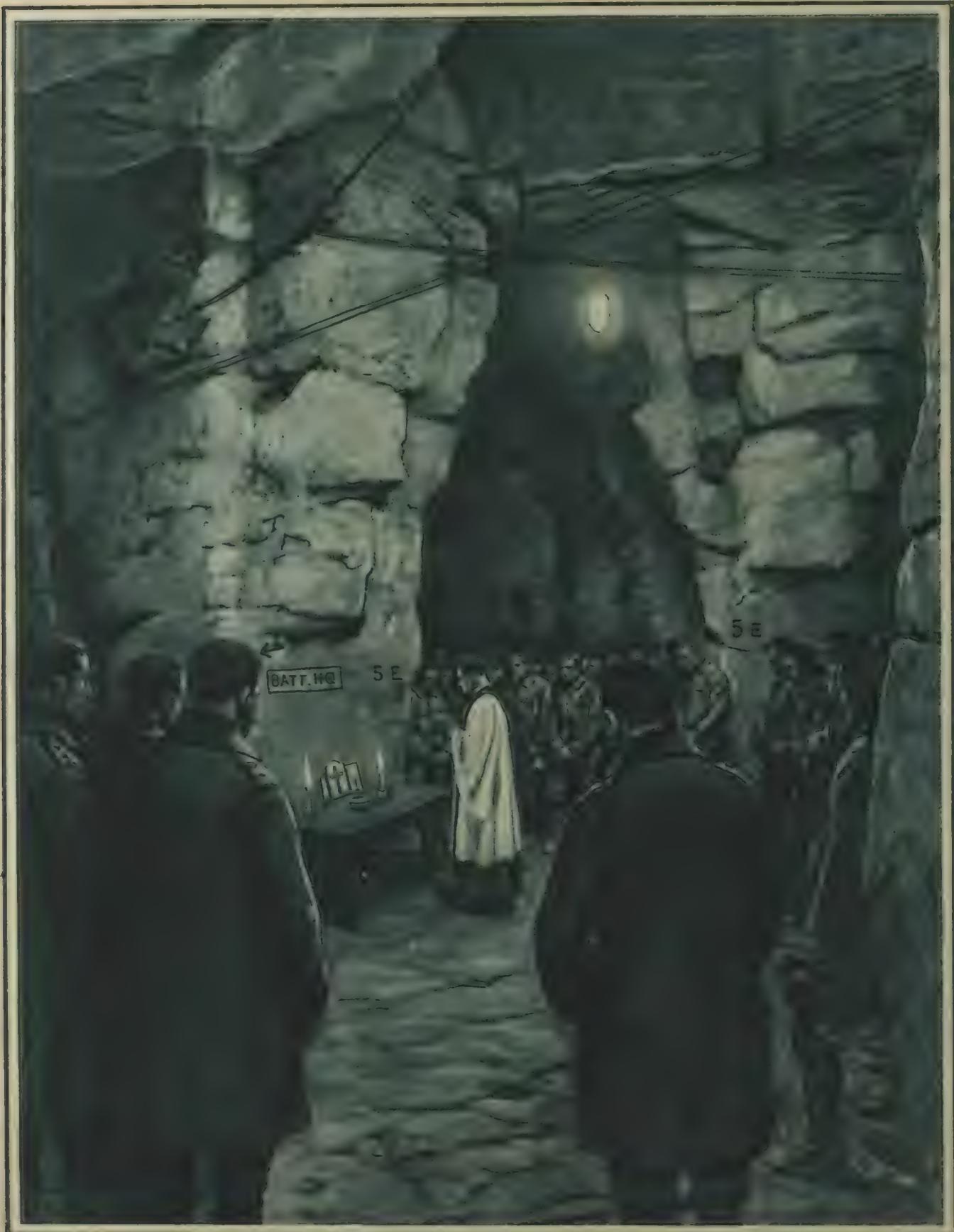


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WHERE CHRISTIAN UNITY IS ACHIEVED: RELIGION AT THE FRONT.

DRAWN BY A. FORESTIER FROM MATERIAL SUPPLIED BY AN EYE-WITNESS



IN A ROUGH-HEWN FANE OF NATURE'S ARCHITECTURE: BRITISH OFFICERS AND MEN ATTENDING A CELEBRATION OF HOLY COMMUNION IN A CHALK CAVE.

Religion at the Front is reduced to its simplest terms, and its rites are performed often in strange places. Here we see a British Army chaplain celebrating Holy Communion in a cavern of some chalk quarries. The men are in the background beyond and to the right of the "padre" at the altar; in the foreground is a group of officers. An instance of the broadmindedness among denominations at the front has been given. It was stated

that a Baptist minister once played the organ at midnight Mass for a Roman Catholic priest, and lent his room for hearing confessions. Some while ago Army chaplains on service numbered—1037 Church of England; 518 Roman Catholic; 196 Presbyterian; 161 United Board; 157 Wesleyans; 7 Jewish; and 6 Welsh Calvinist—excluding chaplains of the Overseas forces and Indian Army.—[Drawing Copyrighted in the United States and Canada.]

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SCIENCE JOTTINGS.

PAPER SHORTAGE.

THE supply of paper is exceedingly short. Necessity is, as we all know, the mother of invention; and in this, as in other matters, a remedy for shortage seems to be the better use of our home products. Dr. Francis Oliver, Quam Professor of Botany in London University, drew attention at the British Association meeting in 1916 to the vast quantity of paper-making material which grows spontaneously in these islands, and like other gifts of Nature, has hitherto been allowed to go to waste in order that profit may be made from foreign-grown stuff. Such is the Spartina grass, which covers the mud flats in Southampton Water and elsewhere, which Professor Oliver declares to be as suitable for paper-making as the foreign-grown Esparto. He has experimented with this practically, and finds that its only drawback is the dark colour of the paper produced from it, which necessitates the use of a larger quantity of bleaching material. Sulphurous acid, the active principle in most bleaches, is, however, cheap in England, and enough is poured into the atmosphere from our smoky chimneys in a week to bleach all the paper likely to be used by us between this and the end of the war. Of the grass itself, Professor Oliver says that there is a mass of ten square miles of it now growing in Southampton Water alone, and that this would suffice our contemporary the *Times* for six months, even if it were to attain a circulation of a quarter of a million daily. There are a good many mills in the South of England built for making paper from Esparto that could be adapted to Spartina; nor is this, in Professor Oliver's opinion, the only estuary where it could be grown with advantage.

Other home-grown materials for printing paper are also open to us if we have the sense to develop them. The marram grass—to be found in great quantity round Southport, and in Cornwall and Scotland—is

said by competent authority to be almost as well adapted for paper-making as Spartina. It has been calculated that it would cost about £5 an acre to sow on sandy and other "links," and would yield about two tons to the acre. It would, however, according to Professor Oliver, not be fit for reaping until the third year, so that for present necessities we should have to depend on the self-sown crop. Hence it would seem to be of less use to us in the present predicament than Spartina, of which, as we have seen, there is actually a large mass waiting to be cut.

How this is to be made available is another matter. It seems eminently a case where those who would be the first to benefit by such an enterprise should find the money, and an association of paper-manufacturers should not have much difficulty in this respect. That the great and much-enduring public would benefit in the long run by the preference that it would give to home industries over foreign is not the least of its recommendations to a patriot. F. L.



ON THE BRITISH WESTERN FRONT: A SHRINE IN A VILLAGE NOW OCCUPIED BY OUR TROOPS, SHOWING THE HOLE MADE IN THE WALL BY A GERMAN SHELL. [British Official Photograph.]



ON THE BRITISH WESTERN FRONT: SALVING STEEL GIRDERS FROM A WRECKED FACTORY, IN ORDER THAT THEY MAY BE PUT TO MILITARY USE. [British Official Photograph.]

An authoritative analysis of "The Food Situation in Germany" was forthcoming recently from Mr. Percy Shuttlewood, who read a deeply interesting paper under that title to the Society of Arts. Mr. Shuttlewood has collected a vast mass of information. Dealing with the ration-card system as applied in Germany, he showed that forgery was at one time so rife that special paper with a carefully designed water-mark had to be employed, and that the precautions in the factories in which the cards are printed now went to such a length that the machines employed were locked up and sealed during the dinner hour of the workmen. Cards were issued for almost every conceivable commodity, and so complex and cumbersome had the system become that in certain cases, different coloured cards were issued to men, women, and children. The lecturer had no doubt that the German proletariat was thoroughly tired of the war, and had lost its vaunted "will to victory."

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THE CHRONICLE OF THE CAR.

**Coal-Gas
for Motor-Cars.**

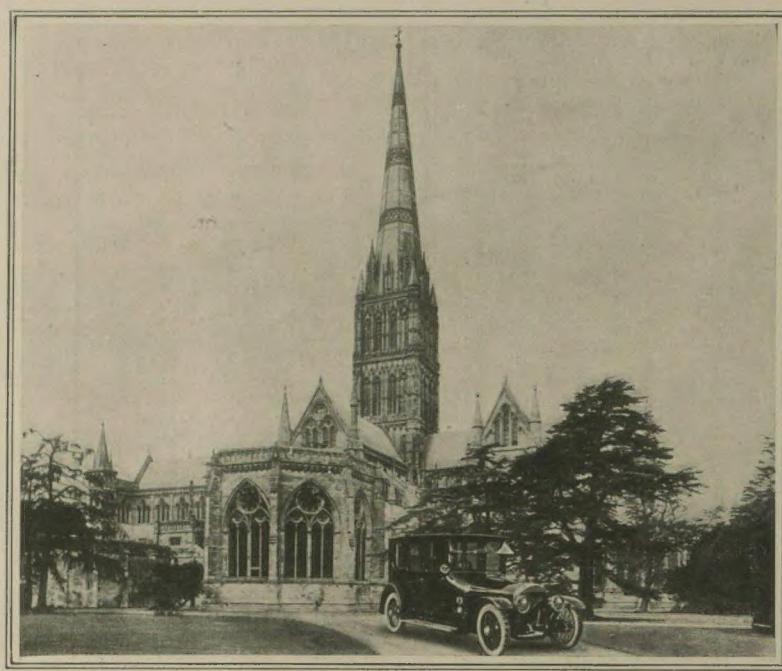
From the secretary of the Automobile Association and Motor Union I have received a prize of £1000 is offered

following memorandum: A prize by the Automobile Association for the best invention enabling coal-gas to be used with advantage as a propellant of motor-cars and motor-cycles. It is offered to encourage the production of a practical, convenient, and inexpensive method of utilising coal-gas as a motor-fuel. Owing to war conditions and the scarcity of materials, it is unlikely that the winning installation could be utilised while the war lasts, but it is felt that every endeavour should be made to have such a device ready for the time when it will be possible to manufacture.

The conditions are framed with the idea of enabling motorists to carry sufficient gas in a small space, not exceeding nineteen cubic feet, to provide the equivalent of between two and three gallons of petrol, and so ensure the possibility of running cars distances of approximately fifty miles on one charge of gas. The weight of the installation must not exceed 140 lb., while the cost to the motorist must be limited to £20, or an annual hiring charge of £5. The expense of establishing and working the plant for changing the containers must be such as not to add to the cost of the gas-fuel to the motorist more than threepence for such amount of gas as is equivalent in propelling power on a motor vehicle to one gallon of petrol. The conditions are so drafted that the winner of the prize must place his invention at the disposal of the British motoring public on terms fair to himself and users. Intending competitors may obtain copies of the entry-form and the conditions upon application to the Secretary, Automobile Association and Motor Union, Fanum House, Whitcomb Street, London, W.C. 2.

The Conditions of the Prize.
(1) The quantity stored must be equivalent in propelling power to not less than three gallons of petrol; the test is to be by road trials. (2) The space occupied by the container or set of containers for the above quantity must not exceed nineteen cubic feet. (3) The weight of the

more than threepence for such amount of gas as is equivalent in propelling power on a motor vehicle to one gallon of petrol. (6) The use of the system must not raise the rate of insurance of the vehicles using it. (7) The material for the plant must be of such a nature as to be easily obtained in sufficient quantities, and the plant must be capable of being installed by ordinary motor-car repairers. (8) The winner of the prize must enter into an agreement or agreements for securing the use of the system to the British motoring public on terms not less favourable than those stated in conditions 4 and 5. (9) The judges will be appointed by the Executive Committee of the Automobile Association and Motor Union, and their decision shall be final. (10) The competition will be closed on Dec. 31, 1918. There is no entrance fee or charge of any description, but intending competitors will be required to sign, before the date of the closing of entries, an entry-form which can be obtained from the Secretary, Fanum House, Whitcomb Street, London, W.C. 2, on application, either personally or by letter. In the first instance, a typewritten description should be sent, and in no case should drawings be forwarded until arrangements are made for the examiners to deal with them. This also applies to exhibits of models or the actual device. These must not be sent or delivered to the office of the Automobile Association until after the necessary preliminaries are arranged. W. W.



ANCIENT AND MODERN: A FAMOUS CATHEDRAL AND A FAMOUS CAR.

Our photograph shows the beautiful spire of the historic and stately Salisbury Cathedral; and beneath it, in striking contrast in a sense, is a handsome six-cylinder Napier motor-car, a typical product of modern luxury and science in effective combination.

container or set of containers must not exceed 140 lb. (4) The retail price must not exceed £20, or an annual hiring charge of £5. (5) The expense of establishing and working the plant for changing the containers must be such as not to add to the cost of the gas-fuel to the motorist

legally-appointed hour. It is a wise special order which has been issued as to the immediate obscuring of lights when notice of the approach of hostile aircraft is given. It seems curious that any such self-protecting precaution should have to be insisted upon.

Buick

YOU'LL
REALISE IT THEN!

THERE will be nothing untried, untested about the Buick post-war model. It will be a car with an established reputation and with a record of successes behind it. Only after the war will you fully realise the advantage of having ordered early. When delivery time comes, when others are getting their Buicks, you will want yours too. Is it on order yet?

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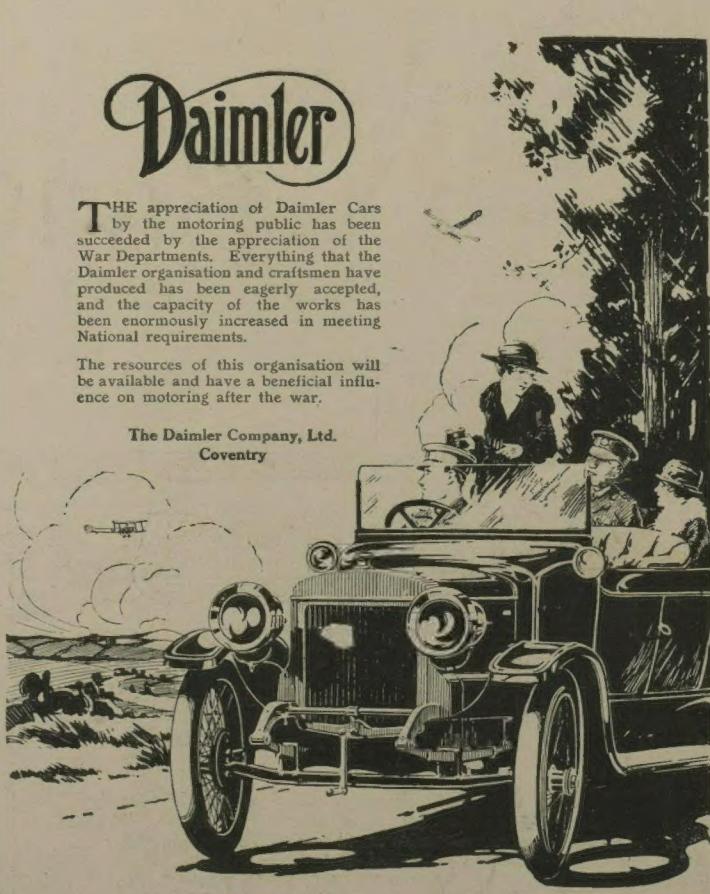


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THE appreciation of Daimler Cars by the motoring public has been succeeded by the appreciation of the War Departments. Everything that the Daimler organisation and craftsmen have produced has been eagerly accepted, and the capacity of the works has been enormously increased in meeting National requirements.

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ELECTRIC LAMPS
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A Bulwark of Strength

WOMEN engaged in munitions and agriculture need muscular strength that they may do work which the men have been obliged to leave. They have to be independent of many conveniences which they possessed in times of peace.

This strength is developed by food which directly feeds the muscular tissues of the body. Physical exercise and practice play their part in the development, but the enabling power comes from muscle-building food.

For all who need muscular power, 'BYNOGEN' is a Bulwark of Strength. It steadily builds new tissue day by day, enabling the muscles to grow and develop in response to the new and increased demands made upon them.

'BYNOGEN' induces not only strength of muscle, but strength of nerve and sound robust health. For growing children, it is the ideal concentrated food and it is specially recommended for Nervous Exhaustion, Dyspepsia, Insomnia, Wasting Diseases, in all enfeebled conditions and during convalescence after illness.

What 'BYNOGEN' is and How to Take it

'BYNOGEN' is a combination of pure milk-protein, the glycerophosphates of soda, lime and magnesia, and a specially prepared extract—in a soluble form—obtained from selected whole wheat and malt.

'BYNOGEN' is in the form of a pale yellowish powder, which

mixes very readily with water and other fluids. It has an extremely agreeable flavour, and may be eaten dry, or sprinkled on articles of solid food, such as bread and butter, toast, puddings, porridge, etc. 'BYNOGEN' keeps thoroughly well and does not cause constipation.

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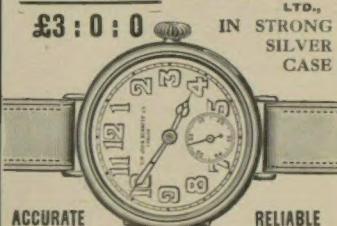
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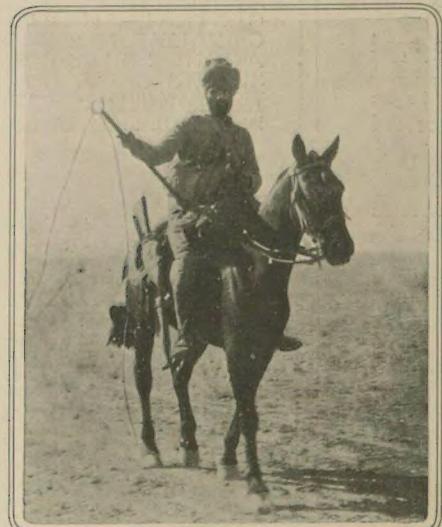
"It Worked Like a Charm"
writes a clergyman who had suffered from Asthmatic affection for fifty years.
At all chemists 4/- a tin.

For cleaning Silver, Electro Plate &c.
Goddard's Plate Powder
Sold everywhere 6/- 1/- & 4/-

A NEW NOVEL.

"Sir Isumbra at the Ford." There were knights as chivalrous in the eighteenth century as any of the legendary heroes of the golden age; but it need hardly be said they were not Teutonic knights. Miss D. K. Broster, in "Sir Isumbra at the Ford" (John

once said, we believe, that Dickens could not draw a gentleman). If we have any criticism to offer of a charming book, it is that Miss Broster finds it almost insuperably difficult to do anything else. All her people are fine-bred and have sensitive perceptions; even the rough-hewn Scottish nurse, and the wicked old ladies who so nearly brought La Vireille to a nameless grave. We admire the spirit of her writing. We, too, fell under the spell of little Anne-Hilarion. When the last chapter was finished, we found ourselves turning back to him and his gold-fish, to the house in Cavendish Square where he and his Anglo-Indian grandfather lived in a delightful mutual understanding, and to his conquest of Mr. Tollemache of the Royal Navy. "Sir Isumbra at the Ford," it will be seen, is not a novel to read and throw aside. It is worth remembrance, and possession.



IN MESOPOTAMIA: AN INDIAN SAPPER SEEKING A BREAK IN A CABLE.

It will be noted that the cable runs through the loop of the stick as the man rides forward.—[Official photograph.]

Murray), has successfully achieved a gallery of delicate portraits, from what may be called the miniature of little Anne-Hilarion, Comte de Flavigny, to the heroic figure of the Marquis de la Vireille, to whom a child or woman in distress could never call in vain. The Quiberon expedition figures largely in the story, and we do not remember reading a novel where that ill-fated adventure has been used to better purpose. The French aristocracy, for all its faults—and they were many—never failed to be distinguished; and the manner of its dying in the Revolution will not be forgotten as long as the world lasts. Someone

TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C. 2.

F G DONALD.—In each case the defence is 1. B to Q 4th

J FOWLER.—We think White should win, but only with very careful play.
J ROBERTS.—We cannot reply by post, and in any case, the game would be of no use.

S D (H.M.A.S. Australia).—Your contribution shall have attention.

CHESS IN LONDON.

Game played at the City of London Chess Club, between Messrs. P. W. SERGEANT and E. MACDONALD.

(Irregular Opening.)

WHITE (Mr. S.)	BLACK (Mr. M.)	WHITE (Mr. S.)	BLACK (Mr. M.)
1. P to Q 4th	Kt to K B 3rd	22. B takes B	P takes B
2. Kt to K B 3rd	P to Q 3rd	23. Kt(B3) to K4	Kt takes Kt
3. Kt to Q B 3rd	Q Kt to Q 2nd	24. Kt takes Kt	Q to Q 4th
4. P to K 4th	P to K 4th	25. Q to K Kt 3rd	B to K 2nd
5. B to B 4th	B to K 2nd	26. Q to Kt 4th	R to K B sq
6. Castles	Castles	27. R takes R (ch)	R takes R
7. B to K 3rd	P to Q B 3rd	28. Kt to B 3rd	Q to Q 3rd
8. Q to K 2nd	P takes P		
9. Kt takes P			
		The Pawn cannot be saved. If	
		28. Q to B 4th, 29. R takes P, and	
		Black can do nothing.	
		30. Q takes P (ch) K to R sq	
		30. Q takes Q	
		Of course, if 30. Q takes B, R to	
		B sq (ch), and wins. The game is a	
		fair draw.	
		31. Kt to K 4th	B takes Q
		32. R to K 2nd	R to K sq
		33. K to Kt sq	P to R 3rd
		34. K to B sq	B to B 4th (ch)
		35. K to K sq	R to B sq (ch)
		And in a few more moves the	
		game was declared drawn.	

Better than B takes P, which would only lose time.

9. Kt to K 4th
10. B to Kt 3rd
11. P to K R 3rd
12. P to K B 3rd
13. Kt to B 5th
14. Kt to Kt 3rd
15. B to Q 4th
16. Q to Q 3rd
17. P to K 5th
18. P takes P
19. B takes Kt
20. B to R sq
21. Q R to K sq
22. B takes B
23. Kt(B3) to K4
24. Kt takes Kt
25. Q to K Kt 3rd
26. Q to Kt 4th
27. R takes R (ch)
28. Kt to B 3rd
29. Q takes P (ch) K to R sq
30. Q takes Q
31. Kt to K 4th
32. R to K 2nd
33. K to Kt sq
34. K to B sq
35. K to K sq

The Pawn cannot be saved. If 28. Q to B 4th, 29. R takes P, and Black can do nothing.

30. Q takes P (ch) K to R sq

30. Q takes Q

Of course, if 30. Q takes B, R to

B sq (ch), and wins. The game is a

fair draw.

31. Kt to K 4th

32. R to K 2nd

33. K to Kt sq

34. K to B sq

35. K to K sq

And in a few more moves the

game was declared drawn.

CORRECT SOLUTION OF PROBLEM No. 3779 received from C W Moore (Amersham); No. 3779 from F A B Ibin (Epsom), D Black, and R C Durrell; of No. 3780 from R C Durell, Jacob Verall (Rodmell), L W Caffrata (Grantham), Captain Chall c2 (Great Yarmouth), Marco Sal m (Bologna), R J Lonsdale (New Brighton), W Lillie (Marple), G W Middleton (Macclesfield), T A Truscott (Fosset Gate), R Webb (Glasgow), R M Munro (Nantwich), G Sorrie (Stonehaven), G Stillingfleet Johnson (Seaford), J C Stackhouse (Torquay), J Dixon (Chesterfield), G Buchanan, A W Hamilton-Gell, J Christie (Birkenhead), L W Caffrata, and F R Green (Brighton).

SOLUTION OF PROBLEM No. 3780.—By H. F. L. MEYER.

WHITE

1. R to Kt 8th
2. R to K 8th (ch)
3. B mates.

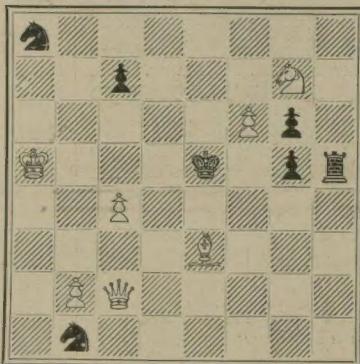
BLACK

- K takes either R
- K moves

If Black play, 1. P moves, 2. K to K 8th, and 3. B mates.

PROBLEM No. 3782.—By T. KING-PARKES.

BLACK



WHITE.

White to play, and mate in three moves.

We have received from Mr. C. D. Locock a pamphlet containing a collection of 72 of what he calls "Black Checkers." It is a display of much labour, much ingenuity, and much chess skill; but, frankly, we find his example very difficult to understand, and cannot see where sufficient enthusiasm will ever be stimulated by them to make his invention either popular or attractive. On this point our readers may judge for themselves by writing to Mr. Locock, Imperial Chess Club, Albemarle Street, W., for a copy of his pamphlet, which can be obtained for sixpence.

URODONAL

Dissolves Uric Acid.

Eliminates Urea.
Stimulates the
Kidney Functions.
Expels Stones.
Prevents Gravel.

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Prof. Lanceras,
Lecturer of the
Academy of
Medicine, Paris,
in his "Treatise
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MEDICAL OPINION.

"URODONAL is unrivaled as a preparatory treatment before mineral water cures"; for completing the beneficial effect of such a cure; and is even an excellent substitute for such "cures," when circumstances prevent a gouty subject from availing himself of the advantages of sojourn in one of the renowned spas."

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